DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
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September 28, 2007

Contract No. 04-0120F4
04-SF-80-13.2 / 13.9
Self-Anchored Suspension Bridge
Letter No. 05.03.01-000646

Michael Flowers
Project Executive
American Bridge/Fluor Enterprises, a JV
375 Burma Road
Oakland, CA 94607

Dear Michael Flowers,

Submittal 228, Rev. 1 - Tower - Distortion Control Plan

The Department has completed review of Submittal ABF-SUB-000228R01, "Tower – Distortion Control Plan," dated September 20, 2007. The submittal is "Returned for Correction," as outlined in the following comments:

CATEGORY A:

1. In Revision 0, the Department requested clarification as to what signals the Contractor to flip the plate. ZPMC responded that *"…we must decide when to flip the plate depending on the shop situation, all the parameters and our experiences."* The Department requires further clarification. How does an individual welder know when to flip a plate? How is ZPMC's experience transferred to the individual? An example solution would be to develop and include a table that takes into account the various parameters and shop situations.

2. In Revision 0, the Department stated that the plan does not address rotational distortion of the tower shaft. ZPMC responded that *"…we need to turn over and weld continually."* Provide more detail. The rotational distortion of the tower shaft is a critical tolerance that cannot be easily corrected. As such, this plan must contain detailed in-process controls that ensure the dimensional tolerances will be achieved.

3. The text of Step 4 on sheet BXKZ-03 has been deleted. This is not a means of adequately addressing the Department's request for additional clarity. Restore the text to the step and add additional detail to it or to the drawing accompanying it.

4. Sheets BXKZ-04 and 05 should read "backgouged" rather than "background."

5. Clarify the meaning of the term "tamplete diaphragm" on sheet BXKZ-08.

CATEGORY C:

1. The Contractor reported differential distortion between the doubler plate and the skin plate during welding at ZPMC in ABF-RFI-000813R00. The Control Plan shows that hold-down

devices will be used at the four (4) corners of the doubler plate. Consider using additional hold-down devices at the center of the doubler plate at the strut opening.

Sincerely,

<<< ORIGINAL SIGNED >>>

GARY PURSELL
Resident Engineer

Attachment

cc: Rick Morrow, Brian Boal
file: 05.03.01, 55.0228